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SPECIAL ANNOUNCEMENT TO SUBSCRIBERS

As this is written, the latest news is that the Postal Service's rate increase has been delayed by court order. The effective date of the postal rate boost is now indefinite. Since RTN's subscription rate increase was keyed to the postage increase, we will postpone the rate change until the postage rise is finalized. Our change from an $8.00 to a $9.00 per year subscription rate will take effect at the same time as the Postal Service's first class rate increase, whenever that occurs. In the meantime, you can still enter or extend subscriptions at our old $8 rate (24 issues). Readers who remit the higher amount before the effective date of change will have their subscriptions extended three extra issues for each one dollar over the present $8 rate.

ANNOUNCING RTN'S THIRD TRAIN RATING SURVEY

Our third twice-yearly Reader Train Rating Survey is now beginning, covering trains ridden between Dec 15, 1975 and June 15, 1976. You may submit your ratings now, and the summary results will be published shortly after the June 15 close. (The results of the second survey, covering June 15-Dec 15, 1975, will appear in January.)

The rules for this survey are the same as the last one. Complete details appeared in the Second October issue, and will be printed again shortly. Please submit ratings on cards or letters separate from other correspondence, and include your name and address, and indicate whether we can print your name, in the event that we quote your comments. Readers are encouraged to include whatever comments they wish in addition to the numerical ratings.

Address: RAIL TRAVEL NEWS, P.O. Box 9007, Berkeley CA 94709. Thank you!

RAIL TRAVEL NEWS

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VOL.5 NO. 24
SECOND ISSUE OF
DECEMBER 1975
Issue #122

ON THE COVER:

As we end one year and move into the next, we thought it appropriate to try to capture visually the combination of past and future in the growing present of passenger railroading. Nick Stern's cover drawing was inspired by the fact that January is named for the Roman god Janus, guardian of gates and patron of beginnings and endings. Amtrak president Reistrup recently said that rail "is the only mode of transportation that could be improved by going back to the good old days." This, coupled with Amtrak's interest in the French TGV train (shown on our cover), led us to concoct this drawing to symbolize the coming together of diverse elements in building a new rail travel system.

LETTERS

Your 5th Anniversary Edition prompts this letter. I have never told you but RTN is also my favorite railroading magazine...

I can't really pick a favorite part of RTN. I don't particularly care for all the flap about the Freedom Train, but imagine I'm in a minority there. I do like the consists and hope they will continue until standardization makes them meaningless.

So thanks to RTN for many hours of reading pleasure and please keep publishing for many years to come.

(Rev.) Walter Smith

Lisbon, New York

Back here in the East we all read your Rail Travel News with approval because of its vast information value, and the addition of an Entertainment, or Light Fiction, department makes your publication an even greater source of pleasure:

The recent letter (First November issue) about the formation of Railpax by the National Association of Railroad Passengers was most amusing; it comes under the heading of Instant Research. Our friends back here, the railway lawyers who worked with the Association of American Railroads to get Railpax through Congress, were enormously interested in the notion that NARP had done the work for them. Of course, the intent of the lawyers was not what your letter-writing "researcher" thought--the intent was to destroy long-distance passenger service in this country; in fact, the day Nixon signed the bill a Pennsylvania (pre-merger) lawyer burst into our office to announce that "We have won a great victory; the President has signed a bill that puts an end to the passenger train in the United States."

There were other amusing bits of research in that letter: the 45% occupancy figure on railway trains was supplied by an organization in Oak Ridge, Tennessee, for the years 1950-1970--a time when Amtrak did not exist. The figure for the Auto-Train--92 or 93%--is for 1975. What an interesting comparison! The letter writer forgot to mention, though, that the Auto-Train service has been cut from thrice weekly to once weekly between Louisville and Florida. He praises the enterprise of Auto-Train for carrying holiday travelers by rail, but castigates Amtrak for advertising that will persuade holiday travelers to go by rail. He attacks Reistrup for refusing to accept the idea that the ICC should monitor Amtrak service, but does not point out that the ICC waited four years without investigation, then started its investigation almost on the day Reistrup took office. He points out that Amtrak inherited the cream of the passenger rolling stock, but the ICC investigation points out that most of the stock Amtrak inherited had many deficiencies when Amtrak acquired it. He points out that Amtrak got the cream of the passenger routes. Yes, indeed, such high-paying routes as Washington-Parkersburg, but no service between New York/Boston and such small villages as Erie, Cleveland, Toledo, South Bend, Detroit, Montreal until long after Amtrak was inaugurated. It was a very funny letter and a classic example of "instant research."

Then, to further our entertainment, you published a letter (Second November issue) denouncing Reistrup for paying more attention to adding services in the East than to adding services in the West. This amusing letter ignores the fact that the choice of new routes for the first four years lay in the hands of the Secretary of the Department of Transportation, not in the hands of Amtrak. Congress has changed the law to put the choice, after all this time, where it belongs, in the hands of the head of Amtrak. As for the addition of so many new trains and routes in the East, the law specifies that any state putting up two-thirds of the cost of establishing a new route can compel Amtrak to put up the other third. That is why the East has received trains like the BLACK HAWK, the ARROWHEAD, the ADIRONDACK, and BLUE WATER LIMITED. Reistrup stands guilty of obeying the law, and he must be got rid of. Please keep on publishing letters like this, which you can list under a department head, perhaps, as History As It Ain't. It will help your sensible readers to feel that it is all the more important for them to keep on providing the mass of accurate news you furnish to your happy subscribers.

Rogers E. M. Whitaker
The New Yorker Magazine

New York, New York

An error crept into the 5th Anniversary Issue of RTN. Contrary to what is stated on page 21 (that the ABRAHAM LINCOLN hasn't run with two parlor cars since the mid-1960s), such operation was fairly common at peak periods during the years of thru Milwaukee-St. Louis operation of this train. During 1971 and 1972 the GM&O parlor cars "Bloomington" and "Springfield" were still active and were added to the consist (which normally included some sort of ex-BN parlor-observation) when traffic required. On one occasion (Thanksgiving weekend, 1972) both GM&O cars were added to one ABE consist, making a 3-parlor car combination.

Congratulations on completing five years of publishing. Unlike some other things (like railroad passenger cars), RTN seems to get better with age.

Mike Blaszak

Glenview, Illinois

I enclose my check for $8.00 for a year renewal to RTN. I was, in truth, much undecided on this subject. While I like the information in your publication, as a railfan, your economic and financial views are quite absurd. As an officer of a fair sized corporation I have to deal with realities, not fancies. For this reason, altho I do a good bit of traveling, aside from New York-Philadelphia I have given up railroads (read Amtrak) completely. Schedules are absurdly slow and additional delays so frequent that anybody who really has to go somewhere for a good reason cannot use the railroads.

Amtrak cannot succeed because its employees know, and show that they know, that their livelihood depends not on their customers but on political pressure and pull. Thus we have two separate trains thru Montana, which deserves none at all, but has an important senator in Washington. As time goes on Amtrak will become more and more divorced from reality and will begin to contract and eventually die. A comparable example is to be seen in passenger ocean vessels. These became increasingly dependent on government handouts and eventually became such a burden that the service was abandoned completely. This is the eventual destination of Amtrak. As a railfan I don't like it, but there is no sense in ignoring the facts.

Marshall I. Nevin, M.D.

Baldwin, New York

(Ed. note: As editor of a fair-sized rail publication, we've had access to a lot of

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technical information which most people don't get to see, which leads us to conclude that your prediction is overly pessimistic. Amtrak will be around, and will grow, for a long time.)

The Shore Line movements of Nov 30 reported by Bill McDonald (last issue) were fantastic. Did you realize that if all those New Haven to Boston trains were combined into one train along with the NIGHT OWL which must have come up that morning that there would have been a train three miles long. Amtrak, I didn't know you could do it.

Lawson K. Hill

Waban, Massachusetts

Peter Roehm's comment (last issue) about the E-L's run to Youngstown using a GP-7 is not true. The train as of last week was running with E8 #833. It does not have an E8 every day, just usually, along with its three coaches. The first two are quite full; the morning riders have the shades pulled on the third car, so it is difficult to see how many passengers it contains.

The ex-IT cars are not yet in service on the Shaker Rapid.

Bruce Young

Cleveland, Ohio

A SOURCE OF AMTRAK DINING CAR DEFICITS REVEALED

An exclusive report from Washington insiders late this month revealed that Amtrak does not generally purchase the food for its dining cars at wholesale prices, but rather pays retail prices for the food served. The source indicated that not all Amtrak commissaries operate in this fashion; the practice varies from one to another, and the exact percentage of purchases made at retail was not indicated, but a "large and unjustified proportion" of food purchases are so made. While it is common practice for restaurants to purchase a small amount of food at retail, as in the case where some item is depleted and it must be supplied in an emergency, most food must be purchased at wholesale prices in order for restaurants to survive financially.

NEW SYSTEM-WIDE TIMETABLE APPEARS

Amtrak's winter All-America Schedules began appearing in some locations around mid-December, tho as of the last days of the month it still was not available at many stations, including those in our area. The timetable, dated Nov 30, features a newly designed cover that will appeal to railfans. Following the historic equipment theme of other recent covers, it pictures in full color drawings of five well-known railroad cars: an 1830 B&O railway car, 1926 Pullman car "Eureka," 1934 Union Pacific diesel-engined mail car, SP dome lounge in Daylight paint (1955), and Amclub car 20110 "Murray Hill Club" of 1975. The timetable features a joint CN-Amtrak system map for the first time.

Also new this month is a Dec 12 "Florida Schedules" timetable, unusual in having no cover illustration. Here is a list of all other Amtrak timetables issued this fall: (Oct 26) Northeast Schedules; West Coast; New York-Boston; Chicago-Dallas/Houston/New Orleans & St. Louis-Laredo; New York/Boston-Albany-Buffalo-Cleveland-Detroit; Chicago-California; Chicago-Seattle; (New York)-New Orleans-Los Angeles; Tidewater-Midwest; (Nov 23) New York-Washington; New York-Philadelphia; (Nov 30) Washington-New York-Montreal; East-Midwest; and Midwest.

AMTRAK FINANCIAL DIFFICULTIES OUTLINED

The National Association of RR Passengers, in its Dec newsletter, had the unhappy job of pointing out financial problems plaguing the corporation at this time, and accounting for its need to raise fares and consider route discontinuances. NARP said that Amtrak faces an acute cash shortage because its revenue was lower than forecast and its government appropriations lower than authorized. NARP said that "budget cutters" in the Administration have no clear picture of the nation's transportation needs and are unsympathetic to the building up of the Colonial Corridor. The newsletter quoted DOT Secretary Coleman: "What normal person would take a train between Washington and Boston?"

SUPPORTING THE OFF-TRACK MODES

A FANTASTIC ACCOUNT OF HOW A TRANSPORTATION SYSTEM IS UNBALANCED AND WHAT MIGHT HAPPEN IF THE IMBALANCE WERE SHIFTED THE OTHER WAY

by Ken McFarling

RTN's First November issue gave prominent space to a diatribe against Amtrak by Robert J. Douglas. That gentleman affects to be disturbed by Federal expenditures in behalf of railway passenger service. He chooses to overlook all the funds lavished--year after year--upon water transport, upon air transport, and most of all, upon road transport.

USDOT's record of program levels in 1974 shows 142.6 megabucks for the National Highway Traffic Safety Administration, as compared with a total of 217.6 megabucks for all railways, including Amtrak. And that separate accounting for highway safety expenditures resembles a contrivance for channeling money into highways while giving the Federal Highway Administration a smaller figure to cite as the expenditure upon highways. (Together, NHTSA and FHWA amount to 5,148.4 megabucks.) Furthermore, USDOT figures don't reflect the immense expenditures by other Federal departments for highway vehicles (e.g., armed forces, postal agency) and for roads (e.g., Forest Service, Bureau of Land Management). They reflect nothing of the USCE expenditures in behalf of water transport. In contrast, disbursements reportedly in behalf of railroads actually include the cost of testing non-railway equipment (and Brinegar's highway in the Pueblo region?). Let is be realized too that fair comparison between amounts spent now and in former years require adjustment for shrinking value of the dollar.

What would happen if the tables were turned? To be consistent with highway practice, all tariffs paid by patrons of Amtrak and of any publicly operated railway--intercity or metropolitan--would be earmarked to be spent for government construction of new inter-regional railways. Such payments would of course be deductible items in income tax returns. Into the same pot would go payments to any tax-levying body (other than on income and payroll) collected from privately operated railways and from the owners of carbodies which had been converted into restaurants, motels, and so on. Inventory tax payments by supply firms would also go into that pot.

Every person would be obliged to buy and to identify himself with a railway traveler's credit card. Owners of land (other than railway rights of way) would be assessed for the cost of constructing the nearest drill track and minor branch line, on the presumption that the landowners are in position to benefit from existence of such trackage. The presumption would not be reviewable in any court. Building codes would compel the builder of every dwelling to include a spur track on the site, and every place of public assembly to provide a railway station capable of transloading all persons and products which might some day enter or leave the premises. Access to national, state, and county parks would be arranged so that users would have to arrive and depart by railway.

General taxpayers would be called upon to pay the cost of any track within paved areas or at locations for boarding, alighting, loading or unloading cars; of any signals or signs governing railway traffic thru such areas; plus the cost of many passenger stations and freight stations.

Public agencies would soon come into possession of all common carrier railways, allowing the former owners to continue train operation, on payment of user charges set low enough to stimulate the addition of trains. The agencies would yield to continual pressure by the operating companies to authorize larger cars and locomotives, and would do little to discourage violations of liberalized weight, size, and speed restrictions. For several categories of personal injury and property damage occurring on railway land, the operating companies would cease to bear liability, and the promotional agency would not assume responsibility.

To handle much of the freight traffic, operating companies would reduce their payroll, and contract with outsiders to furnish and operate cars and locomotives, resulting in violations of hours of service laws and in consequent mishaps.

Corporations distributing electrical energy could (and quickly would) join marketers of railway fuel, other members of the supply industry, and contractors who build railways in an organization they would perhaps name The National Railway Users Conference for Safety, Mobility, and whatever else had popular appeal. Disbursements from the proceeds of user charges necessarily would be made other than for construction and maintenance of inter-regional railways. In shocked tones the NRUCSM&WE would incessantly characterize those disbursements as diversions--an unforgiveable breach of faith with highly overtaxed railway users. By exerting control over the various media of public indoctrination, the organization would assure wide dissemination of that attitude among the public; their media control would extend to textbook review committees in boards of education. NRUCSM&WE would secure the appointment of one railway supply industrialist as Secretary of Defense; another as chief of the Postal Service; and the nomination of two more as presidential candidates.

But government practices are in no way as benevolent toward railways as they remain toward highways. And even tho FRA might conceivably metamorphose into a promotional agency somewhat resembling the agencies administering public works expenditures for the off-track modes, it could develop only in an environment dominated by the pre-existing agencies.

Unless and until a government agency materializes which has power exceeding that exercised by the agencies promoting the off-track modes, and which has inclination to wield that power, Douglas has no justification for his complaint.

CARS & CONSISTS

*COAST STARLIGHT, train 14, at L.A. Nov 26: engines 570, 553; cars 1173, 2365 "Regal Hill", 4859, 4462, 4500, 4511, 8117, 4531, 4518, 4491, 4494, 3335, 8038, 2605 "Pacific Castle", 2723 "Pine King", 2217 "Indian Pony", SP business car "San Jose."

*NATIONAL LIMITED, train 30, at Pittsburgh Dec 16: engines 589, 472 (E9B); cars 1043, 2233 "Sebring", 2662 "Pacific Ocean" (thru L.A.-N.Y. car), 2556 "The Potomac" (usually assigned to the BROADWAY), 8061, 5427, 5452, 5444, 5268. Train 30 at Kansas City Dec 25: engines 596, 457 (B unit); cars 1044, 2627 "Pacific Range", 2796 "Union County", 8324, 5426, 5440, 5239, 5275. Train 31 at Kansas City Dec 25: engines 588, 470; cars 1197, 2622 "Pacific Ocean", 2708 "Greenwood", 8062, 5450, 5425, 5423, 5411, 5699.

*SOUTHWEST LIMITED, train 4, at Kansas City Dec 23: engines 526, 511, 514; cars 1025, 9992, 9903, 9956, 9951, 9982, 9974, 9952, 9926, 2213 "Indian Flute", 9355, 8075, 2724 "Pine Leaf", 2675 "Silver Vale", 2618 "Pacific Lodge" (thru L.A.-N.Y. car). Train 3 at Kansas City Dec 24: engines 528, 525, 524; cars 1039, 9993, 9906, 9934, 9958, 9980, 9973, 9940, 9909, 2218 "Indian Scout", 9350, 8042, 2761 "Palm Tower", 2757 "Palm Star", 2608 "Pacific Crest" (thru car). Train 3 at Kansas City Dec 21: engines 509, 500, 522; cars 1035, 9994, 9913, 9955, 9946, 9984, 9972, 9941, 9922, 2220 "Indian Squaw", 9352, 8071, 2727 "Pine Pass", 2755 "Palm Lore", 2371 "Regal Vale", 2607 "Pacific Cove" (thru car), private car "Gritty Palace."

*LONE STAR, train 15, at Kansas City Dec 23: engines 523, 507; cars 1152, 2733 "Pine Hill", 2352 "Regal Isle", 8040, 3391, 4871, 4853, 9919, 9960, 9954, 9915, 2711 "Pine Beach."

*LAKE SHORE LIMITED, train 48, at Elyria OH Dec 18: engines 592, 542; cars 1532, NY sleeper 2834 "Navaho Valley", NY sleeper 2816 "Potomac River", Boston sleeper 2836 "Missouri Valley", Boston coaches 5647, 5651; 8341; NY coaches 5682, 5659; 8382 "Harvest Inn" (this lounge is ex-L&N, and unique in Amtrak).

*EMPIRE STATE EXPRESS, train 63, at Syracuse Dec 18: engines 427 (Amtrak), 262 (PC); cars 6428 (coach used as baggage), 6429, 8340, 6404, 6413, 6403. Train 64: engines 216 (Amtrak), 270 (PC); cars 1063, 6417, 6418, 8342, 6442, 6415, 6434, 6411.

*WATER LEVEL EXPRESS, train 73, at Syracuse Dec 18: engines 268 (PC), 430 (Amtrak); cars 6440, 3961, 6408, 3950.

*Strange consist spotted by RTN reader on PC single track line between South Bend and Kankakee Dec 13(?): 2 PC freight engines, Amtrak coach, PC platform coach with American flag and "America's Bicentennial" painted on side, lighted drumhead "ADUARK REGION LIMITED" and four floodlights on rear.

DIARY OF A 4449er FAITHFUL

Sylvia Blishak

MENLO PARK, CALIF. DECEMBER 18, 1:00am.

The alarm clock busses me awake. It's close to freezing outside, a still, clear night with a full moon. Will it be worth driving miles down the freeway to San Jose in time for the scheduled pre-dawn departure of #4449 pulling the American Freedom Train out of San Jose? My husband, two daughters and I don't doubt it for a moment!

We'd seen her under steam on the frosty morning of December 14 as she flashed thru Menlo Park on the commuter tracks (her home tracks years ago when she pulled the Daylight.) We'd stood by the tracks waiting--and then suddenly a plume of smoke was rising and the sun glinted off her silver smoke box! Both the husky steam whistle and air horn were blasting as she streaked by, a blur of red, white and blue, gone too fast, leaving us with pounding hearts. We drove to San Jose that afternoon to see her at leisure. We peered inside the cab and shook hands with the engineer, who assured us that "driving this engine is better than sex." Years ago, when I was a youngster living in San Luis Obispo, I'd taken the steam engines that passed thru town for granted. In recent years, tho, I dream about them at night!

Now my family and I bundle up and drive to San Jose, arriving about 1:30. Number 4449 is there, basking in her own glory and illuminated by nearby streetlights, but her train is evidently out of sight in the yards. Her firebox flickers orange, her huge wheels and drivers and engine numbers cleverly illuminated. We join a crowd of sixty or so to stand and admire, and find some relief from the chill next to her warm, panting machinery. Two of her three dynamos are running, creating a double plume of steam above the cab, and now the third winds up with a whine. There must be 15 or 20 men inside the cab, and surely every policeman (both SP and San Jose) and railroad employee in the county must be there, eager to work, needed or not.

A blast of the deep-voiced whistle produces a white cloud, the bell starts to chime. No. 4449 puffs gently and begins backing slowly towards the yards. The crowd follows this huge Pied Piper, fascinated by the gigantic wheels (with stars painted in the centers); the huge drivers effortlessly working. Deafening hisses as she clears her cylinders, massive clouds of steam--we know she's showing off, but we love it! Men and boys stoop to place coins on the rails, to be flattened by her wheels. We follow, leaving the streetlights behind, but the moonlight lights our way. Then we reach a bridge, and three SP policemen stop us. Our idol backs away towards the yards. Will she come back on this track? Will she take her train on another route? Everyone asks, nobody knows. We watch until the white plume is gone in the distance, and all walk slowly back along the tracks to wait--and hope. Now and then her hoarse whistle reassures us--she's still nearby. Fifteen minutes pass, then a "toot toot" and a white plume comes slowly back to us--still without her train. We follow as she pulls past us. The entourage has grown to over 100 now, many with cameras and recorders; all with awe and wonder on our faces.

A diesel honking and tugging the Freedom Train out of the yards uncouples and pulls up next to #4449 on parallel track. The yard goat is out of its league--we can't help but notice the difference between the square and the streamlined, the well-tuned and the neglected, the brilliantly painted and the dull and dirty. No. 4449 backs up and, with the assistance of a crowd of traffic directors, couples her train. Now we wait for her brake pressure to build. She's getting ready for work and she makes a different sound. The steam boils out of the stack and changes to smoke. It's past 3am. Some of the extra men in the cab climb down, reluctantly. We walk ahead up the tracks to be ready for her passing.

A claxon of the air horn, a flash as the mars light comes on, a chime of the bell.... and a whispered "chuff!" Another and another, each "chuff" accompanies a puff of smoke, and she glides away--no struggling, straining GM noises for this mighty lady. A showy grade-crossing whistle drifts back to us as the Freedom Train rolls past, glass-covered display cars and side panels illuminated. There's Abe Lincoln, and FDR ... and we can see inside the two lavishly curtained parlor cars. There goes the observation platform at the end, crowded with passengers.

We dash for our cars and follow the train towards Milpitas. Crowds are clustered at each grade crossing. The line of taillights ahead of us shows that thirty automobiles are

pacing her. She reaches 50 for a minute, then drops back to the 45mph that is her "legal" speed--she seems to be holding back with difficulty. A dark line of smoke marks her passage now as she heads for Oakland, a watering stop in Tracy, and a display stop at Fresno tomorrow morning.

At 3:30, we give up the chase and head for home. We'll be tired tomorrow. Was it worth it? Absolutely!

CHRISTMAS EVE AMBULANCE RUN

by Glenn Lee

Those who can recall when ferryboats were an integral part of railway passenger service in such cities as San Francisco and Vancouver often find it difficult to make major distinctions in the character and quality of the operations. The personnel who have manned train and ferry services often exhibit the same kinds of personal traits, and their call to duty seems unchanged, be they on the rails or afloat. An "Ambulance Run" on the Winslow-Seattle ferry route on Christmas Eve, 1975, seemed a bold, yet unsung restatement of these facts.

After work on Dec 24, I had left the hustle and bustle of downtown Seattle for a quiet dinner in Winslow, a small, rural community about 30 minutes away by ferry. A thickening grey announced both the early nightfall at the winter solstice, and the approach of yet another weather front bringing rain.

The 4:30pm sailing of the "Walla Walla" had been delayed ten minutes by a heavy crush of autos--city dwellers seeking Christmas on the islands and peninsulas across Puget Sound. Some 30-40 cars had been left on the pier.

The "Walla Walla's" second return voyage from Winslow was scheduled for 6:30pm. Still behind schedule, she completed loading her autos and passengers about 6:33pm for a run to downtown Seattle. But there was no move by either master or deck officer to get underway. The word passed among the crew: "Ambulance." The ferry must wait.

On Christmas Eve, a sturdy and rugged Bainbridge Islander somewhere had been stricken. Because medical facilities are limited in the rural setting, emergencies must be met by a ferry trip to Seattle. The precious minutes ticked by. Above the ferry landing, a pyramid of colored lights marked the small city's fire station. With the commuter rush over early, only silence reigned.

More minutes passed. A few autos expecting to board the 7:10pm ferry were ushered aboard the delayed ship. At 6:40pm, the blue and white "Bainbridge Ambulance" appeared at the toll booth, emergency lights blackened, siren silent. Deckhands pulled away the mooring lines. The ambulance came aboard, and was directed to the mezzanine cardeck, so as to be first off in Seattle.

At 6:41pm, with a light load, the "Walla Walla" sailed into the misty darkness. Normally operated on "standard" horsepower produced from the big diesels below, she shuttered and fluttered as a maximum number of shaft revolutions were obtained. Vibrations sent seats and overhead panels fluttering. Unusual noises not heard on regular trips appeared from many parts of the ship.

The westbound ferry, the sister ship "Spokane," changed from her normal course to give the "Walla Walla" a "straight shot" at the Seattle slip, saving precious seconds. In addition, "Big Wally" detoured over a sandbar, saving another minute, a move permitted by tide. At the stern, a wake more broad and more foamy than ever emerged as the ship surged forward, rushing at a breakneck pace comfortable for neither passengers nor vessel.

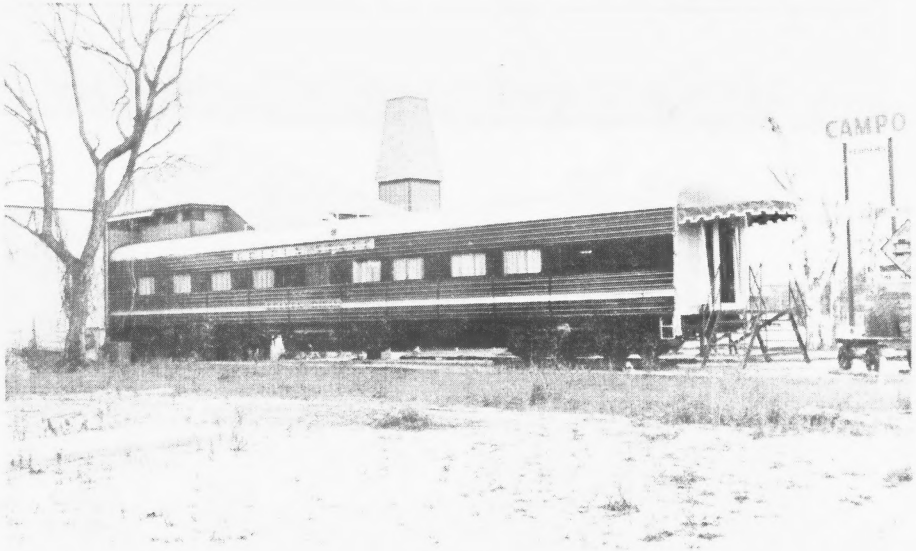
Approaching Seattle, power was shut off at the last possible moment, which caused the ship to buck and heave in the slip, as her wake followed her into the pier. The crossing, normally made in 30 minutes, had been made in only 26. As the first line came aboard, the ambulance descended the mezzanine ramp and continued the Christmas Eve emergency run up and over First Hill to the city's large medical and hospital complex.

Perhaps, due in part to the willingness and ability of the ferry crew, some sturdy Island individual (island living an effective antidote to the depersonalization of the growing metropolis) will have survived to walk and sail on the surface of our blue-green planet for a few years more. And if such is the case, the ferry crew has said "Merry Christmas" to us in their own special way with their "Ambulance Run," Christmas Eve, 1975.

The New York Times reports (Dec 28) that Amtrak will shortly make known a change in its policy regarding carrying of pets on trains. Reportedly Amtrak has received numerous complaints about the behavior of pets carried aboard its trains.

PHOTO GALLERY

RANDOM SCENES OF PASSENGER RAILROADING IN 1975



(Top) Amtrak's ILLINOIS ZEPHYR, with its customary consist of ex-CNW bilevel commuter cars, leaves Chicago last July 19. Photo by Jack Ferry.

(Bottom) Jack Ferry spotted this former Rock Island lounge, "Golden Olivan," [illegible] still lettered for the GOLDEN STATE.

pacing her. She reaches 50 for a minute, then drops back to the 45mph that is her "legal" speed--she seems to be holding back with difficulty. A dark line of smoke marks her passage now as she heads for Oakland, a watering stop in Tracy, and a display stop at Fresno tomorrow morning.

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The "Walla Walla's" second return voyage from Winslow was scheduled for 6:30pm. Still behind schedule, she completed loading her autos and passengers about 6:33pm for a run to downtown Seattle. But there was no move by either master or deck officer to get underway. The word passed among the crew: "Ambulance." The ferry must wait.

On Christmas Eve, a sturdy and rugged Bainbridge Islander somewhere had been stricken. Because medical facilities are limited in the rural setting, emergencies must be met by a ferry trip to Seattle. The precious minutes ticked by. Above the ferry landing, a pyramid of colored lights marked the small city's fire station. With the commuter rush over early, only silence reigned.

More minutes passed. A few autos expecting to board the 7:10pm ferry were ushered aboard the delayed ship. At 6:40pm, the blue and white "Bainbridge Ambulance" appeared at the toll booth, emergency lights blackened, siren silent. Deckhands pulled away the mooring lines. The ambulance came aboard, and was directed to the mezzanine cardeck, so as to be first off in Seattle.

At 6:41pm, with a light load, the "Walla Walla" sailed into the misty darkness. Normally operated on "standard" horsepower produced from the big diesels below, she shuttered and fluttered as a maximum number of shaft revolutions were obtained. Vibrations sent seats and overhead panels fluttering. Unusual noises not heard on regular trips appeared from many parts of the ship.

The westbound ferry, the sister ship "Spokane," changed from her normal course to give the "Walla Walla" a "straight shot" at the Seattle slip, saving precious seconds. In addition, "Big Wally" detoured over a sandbar, saving another minute, a move permitted by tide. At the stern, a wake more broad and more foamy than ever emerged as the ship surged forward, rushing at a breakneck pace comfortable for neither passengers nor vessel.

Approaching Seattle, power was shut off at the last possible moment, which caused the ship to buck and heave in the slip, as her wake followed her into the pier. The crossing, normally made in 30 minutes, had been made in only 26. As the first line came aboard, the ambulance descended the mezzanine ramp and continued the Christmas Eve emergency run up and over First Hill to the city's large medical and hospital complex.

Perhaps, due in part to the willingness and ability of the ferry crew, some sturdy Island individual (island living an effective antidote to the depersonalization of the growing metropolis) will have survived to walk and sail on the surface of our blue-green planet for a few years more. And if such is the case, the ferry crew has said "Merry Christmas" to us in their own special way with their "Ambulance Run," Christmas Eve, 1975.

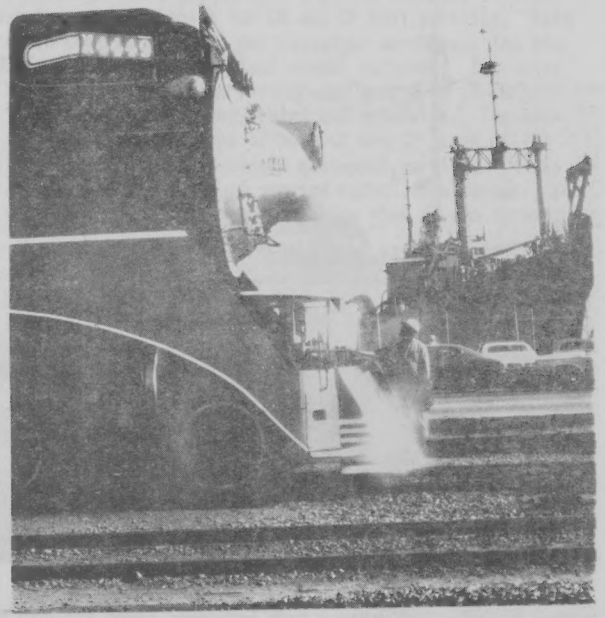
The New York Times reports (Dec 28) that Amtrak will shortly make known a change in its policy regarding carrying of pets on trains. Reportedly Amtrak has received numerous complaints about the behavior of pets carried aboard its trains.

PHOTO GALLERY

RANDOM SCENES OF PASSENGER RAILROADING IN 1975

(Top) Amtrak's ILLINOIS ZEPHYR, with its customary consist of ex-CNW bilevel commuter cars, leaves Chicago last July 19. Photo by Jack Ferry.
(Bottom) Jack Ferry spotted this former Rock Island lounge, "Golden Divan," [illegible] still lettered for the GOLDEN STATE.

(Below) A heavy RIO GRANDE ZEPHYR departs Glenwood Springs, CO westbound on Oct 11, 1975. Behind the "combine" and two flattop coaches are 3 dome coaches, a diner, and a dome observation car. The train is passing mile post 361, one mile west of the Glenwood Springs depot on a right of way prepared in the late 1960s when I-70 highway construction forced the line to the south bank of the Colorado River. The former Colorado Midland right of way is visible just above the dome coaches. Photo by Glenn Lee. (Bottom) The LAKE SHORE LIMITED on its inaugural press run stops in South Bend, IN last Oct 28. Photo by Jack Ferry. (page 11) The American Freedom Train's 4449 locomotive idles on the San Francisco waterfront on Dec 9. The SAN JOAQUIN, a picture of blurred motion, speeds thru Berkeley, CA heading for Oakland on Aug 24. Photos by Message Media.



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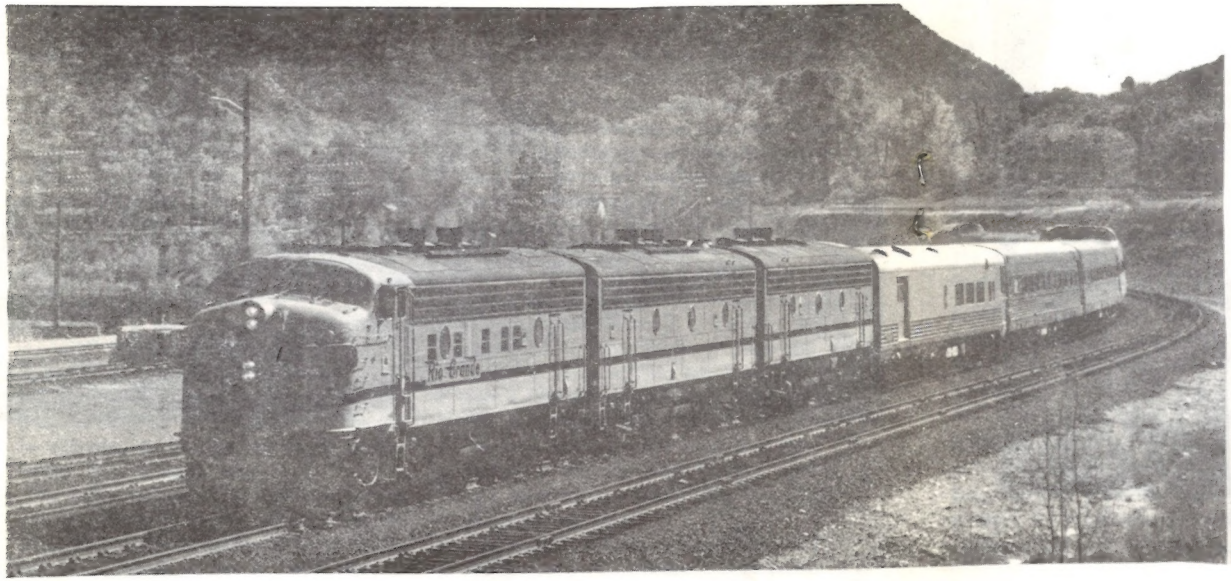

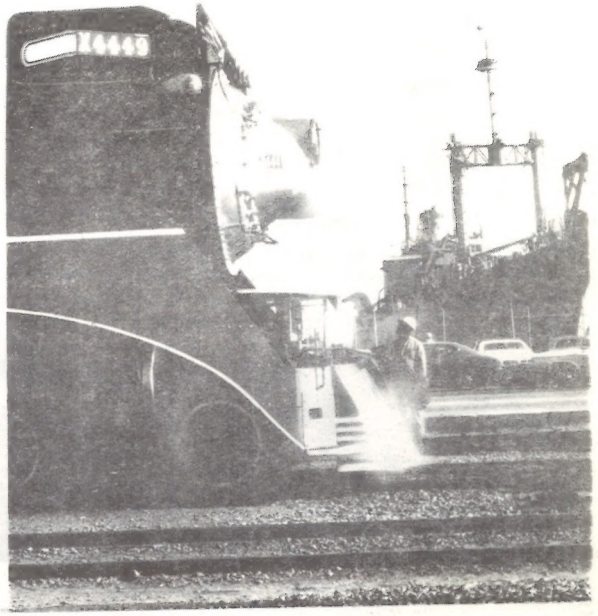

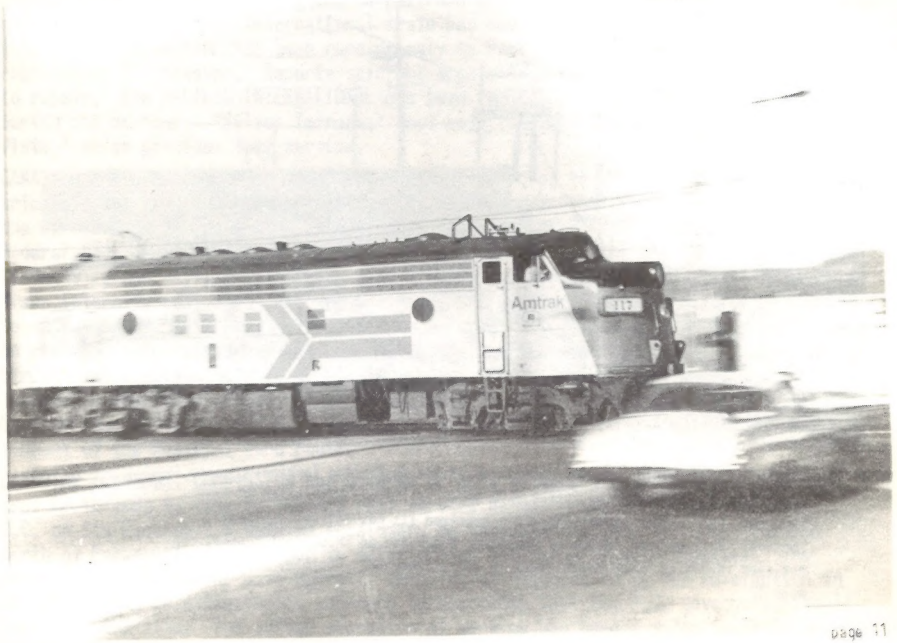

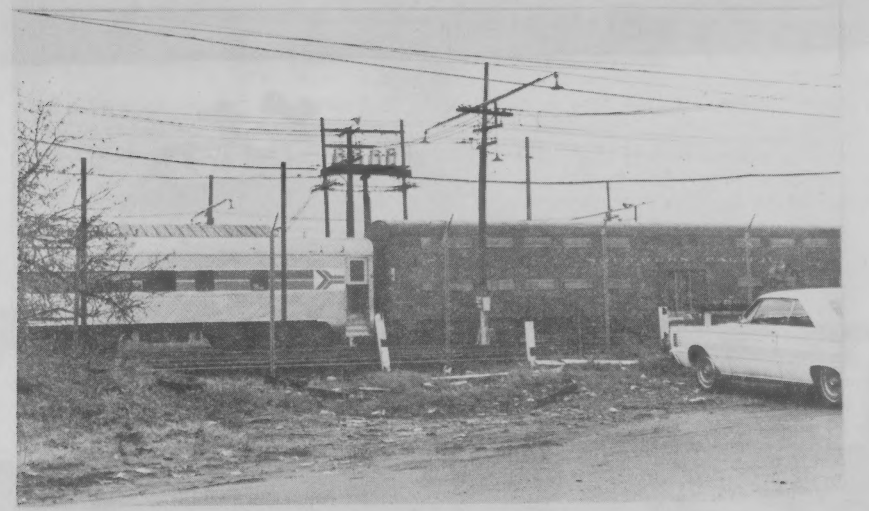

(Top) After obtaining special permission of the Washington Terminal Company, Jack Ferry photographed the Amtrak BLUE RIDGE as it left Washington DC last May, over half a year before the train received its new Amfleet equipment. (Bottom) This strange lashup of an Amtrak coach and an SP bilevel commute car was seen in Oakland's SP coach yards in early December. Photo by Message Media.

Rail Canada

AN EARLY 1976 announcement of a Canadian "Amtrak" was the big rumour in Ottawa in the week preceding Christmas. Initial reports from government sources said that the new agency, to be called "Rail Canada," would become an arm of the Ministry of Transport. This development represents a major setback for CN and CP Rail policies. Both major lines have lobbied to retain control of their own passenger services. The big question remaining is "rationalization" of the transcontinental services. Two major options are being studied. The first calls for every-other-day operation of CN's SUPER CONTINENTAL and CP Rail's CANADIAN on existing routes and schedules. The second plan calls for one daily service, using portions of both CN and CP lines, with feeder buses and trains to cities thus deprived of direct east-west service. Ottawa reports say there will be relatively small amounts of service reduction elsewhere, in direct contrast with Amtrak, which halved U.S. passenger service when it was formed.

CN HAS DECIDED to discontinue the annual Winnipeg-Churchill, Man. excursion train in 1976. The reason given is that it cannot spare the 15-20 sleepers required. In its place, CN will offer several Explorers Tours on the route by adding two sleepers to the regular Winnipeg-Churchill trains. Thus there will be one Explorers Tours each week during the summer instead of the once-a-year excursion train.

TORONTO WILL RECEIVE from the Chicago & North Western Railway ten surplus bi-level commuter coaches on a 4-month lease this week. After that time, the cars are expected to be sold, along with two or three surplus locomotives, to the Vancouver Bureau of Transit Services. CNW announced the move late this month after negotiations to sell the equipment to Chicago's Regional Transit Authority failed.

FORMER TRANSPORT MINISTER J. W. "Honest Jack" Pickersgill, in a late December speech, called for an end to all passenger service in Canada for economic reasons. In the meantime, CN's Garth Campbell reportedly is telling insiders that next fall CN will attempt to eliminate all rail passenger service west of Toronto.

AMTRAK'S PACIFIC INTERNATIONAL had its route truncated when runaway barge "Swift Sure Prince" struck the drawspan of the CN railroad bridge at New Westminster, B.C. on the morning of Dec 26. The international train has been terminating at White Rock, while CN's SUPER CONTINENTAL has been running only to Port Mann. CN freights are being rerouted over CP, however. Reports said the span will require a minimum of six months to repair. The PACIFIC INTERNATIONAL has been running with two domes in its consist during the holidays--"Silver Terrace," used as a lounge, has been added to "Silver Vista," which provides food service.

CANADIAN NATIONAL ANNOUNCED Dec 10 that it was planning to abandon its Montreal electric commuter line to Deux Montagnes. St. Lawrence regional VP Frank Roberts said the service was losing $6.3 million yearly, and patronage is declining. There are no federal barriers to the end of the service, inaugurated by the old Canadian Northern Ry in 1912, and still using cars built a few years after that. While Ottawa subsidises intercity rail passenger runs, it will not pick up the tab for commuter runs. Roberts said CN would consider continuing the run if government aid is forthcoming to pick up deficits, to buy new equipment, replace the electrical system, and construct a second main line to eliminate present single-track operation on the outer section of the route. Traffic has fallen from 33,000 to 24,000 patrons per day. Some of the decrease was due to opening of the Montreal Metro and subsequent abandonment of the Montreal Nord route.

CANADIAN TRANSPORT COMMISSION has ordered CP Rail to make a complete list of measures CP intends to take to restore rail service between Parksville and Courtenay, B.C. on its Esquimalt & Nanaimo subsidiary on Vancouver Island. CP ended service north of Parksville in July due to deteriorated condition of wood trestles. The order came while former Dave Barrett, campaigning unsuccessfully for re-election in December, told an enthusiastic audience in Courtenay that the B.C. government should take over the line. The sudden cessation of service has been a major issue in many Island communities.

SAFETY INSPECTORS FOR the Toronto Transit Commission are investigating the possibility that a GM bus stalled on CN tracks Dec 12 may have been sabotaged. TTC reports indicated that the bus driver, a 21-year veteran with TTC, had been unable to move the vehicle due to failure to close front and rear doors. TTC buses are equipped with an interlock that keeps buses from moving if doors are open. Eight passengers were killed outright when a GO train hit the bus, and a ninth died later.

EX-CP RAIL STEAMER "Princess Marguerite" made a profit of about $100,000 during its first season under the flag of B.C. Steamship Co., reported outgoing B.C. Finance Minister Dave Stupich. The ship lost similar amounts 1972-1974 under CP operation. Stupich also reported that the provincially-owned B.C. Railway had shown a deficit for 1974-1975, mainly due to high expenses on the Dease Lake extension construction project. The Dease Lake line will become part of the railway to Alaska, connecting with a new CN route at the Yukon border.

THE PROPOSED CONSIST for CN's SUPER CONTINENTAL for next summer (Jun 18-Sep 8) between Montreal (M), Toronto (T) and Vancouver (V) is as follows: baggage (M-V), baggage (T-V), 3 coaches (T-V), coach (M-Capreol), 2 coaches (M-V), cafe-lounge (M-V), Dayniter (T-V), Dayniter (M-V), sleeper lounge (M-V), dinette (M-V), 6-6-4 sleeper (M-V), two 4-8-4 sleepers (M-V), 22rmt sleeper (M-Capreol), 4-8-4 sleeper (T-V), Sceneramic dome (Winnipeg-V), club lounge (T-Winnipeg), diner (T-V), two 4-8-4 sleepers (T-V), two 10-6 sleepers (T-V), 24rmt sleeper for crew (T-V), and on the rear the "Auto-with You" auto carrier operating T-V Sun & Thur, V-T Tues & Fri, T-Edmonton Tues, Wed, Fri, and Edmonton-T Mon, Tues, Fri. With large consists in preparation for travel to the Montreal Olympic Games, the train will make double stops in places. With 5 coaches, CN said it is considering using cart food service operated by the cafe lounge waiter, to augment coach food service. CN will likely place the Sceneramic dome lounges in food service in the event of dinette cars being bad ordered, and the buffet club lounge for lounge and snack facility if the Sceneramic is bad ordered. Expecting heavy traffic Edmonton-Vancouver, CN said it may add a sleeper behind the crew car when necessary, and use the Sceneramic car to protect added food requirements on that busy leg. Summer season is June 18-Sep 8 eastbound and June 22-Sep 12 westbound.

TWO NEW E800 electric trolley coaches (#2601 & 2602) are now operating in Vancouver, B.C. on the Hydro transit system. These and the next several units to be delivered from Western Flyer are using rebuilt motors and controls from former Kitchener-Waterloo, Ont. trolley coaches. The DuWag tramset to be tested by the system is expected to arrive in January. Operations on a one-mile track will start 4-5 weeks later.

Mixed Train of Thoughts

A FIRE IN a mail car on the westbound EMPIRE BUILDER was discovered at Stampede Pass on Dec 21 and doused with makeshift hoses. Damaged mail was mostly magazines and catalogs being delivered from Chicago..... ENTERTAINER FRANK SINATRA left Los Angeles on Christmas Eve aboard private car "Hulham" on the SOUTHWEST LIMITED, bound for Chicago and a New Year's Eve performance at Chicago Stadium. It was billed as a nostalgia trip..... SOME MORE INFORMATION about the photo at bottom of page 9, where the caption printed poorly. Jack Ferry photographed the ex-Rock Island car "Golden Divan" in New Orleans last spring, where it was being prepared for one of the "Red Caboose" chain of restaurants..... WESTBOUND EMPIRE BUILDER hit a car at a highway crossing south of Union Gap, WA early on Dec 16, killing the driver instantly..... THE SOUTHWEST LIMITED reportedly will be upgraded in 1976, and the plastic containers and paper napkins replaced with good china and linens which have already been purchased, according to the report..... THE LONE STAR, due into Chicago at 10:25am Dec 24 arrived 12 hours late, at 10:30pm, delayed by a freight derailment at Ardmore, OK..... THE SOUTHWEST LIMITED leaving L.A. Dec 24 (with Frank Sinatra aboard?) was running about 6 hours late by the time it reached Kansas City because of

a freight derailment somewhere between Lamy and Las Vegas, NM. What this did for Mr. Sinatra's nostalgia is not known. The NATIONAL LIMITED left Kansas City 1½ hours late after being held for the thru car connection from train 4 on the 26th..... THE FORTHCOMING WASHINGTON to Denver train will be a tri-weekly operation, and is due to start up next May 1, according to a report from the NRHS, North Western Illinois Chapter..... SINCE THE WRECK of the Turboliner at Elwood, IL on Nov 19 (see RTN, 2nd Nov issue), no Turbos have been operating on the Chicago-St. Louis route. Instead, Amtrak has just placed Amfleet equipment on that run, and hopes to move more such into the Midwest. If so, the cars may be placed on the Chicago-Detroit run so that one of the Turboliners, now running continuously a long time and showing wear, can be sent to the shops. Amtrak hopes the wrecked Turboliner can be opera ting again by mid-February..... TAKE NUMBER TWO: that Washington-Denver train won't start up before Nov 1, comes a late report from NARP..... FORMER AMTRAK PRESIDENT Roger Lewis resigned from the board of directors in mid-December, shortly after being appointed as a senior VP-corporate fiance at Hornblower & Weeks-Hemphill, Noyes, Inc., of New York.....

* * *

EXPECT DRAMATIC CHANGES in Amtrak Colonial Corridor scheduling come the next timetables, in January or February..... THE CANADIAN NATIONAL'S main line thru the Fraser River Canyon was blocked by an earth slide accompanying heavy rains and a possible earthquake, closing the line Dec 4. It was finally opened to freight traffic Dec 14, but passengers continued to be bused between Vancouver and Kamloops until the 20th, when passenger trains were permitted thru. CN imposed a 25mph speed limit on its line in Scarborough, Ont., after the Dec 12 collision of a GO train and bus in which nine bus passengers died (see Rail Canada). The limit would remain in effect on the 70mph stretch while traffic conditions were examined..... AMTRAK'S ILLINI, TRAIN 380, with engine 401 and three bilevel cars, was delayed 2½ hours at Rantoul, IL on Dec 18 because the main reservoir on the engine froze up and the boiler wouldn't operate. About 90 passengers were transferred to #58, the PANAMA LIMITED. The engine was later thawed and the train deadheaded to Chicago..... THE POMONA STATION has been retained for the SUNSET until Feb 29. Notices were posted there and on the train Dec 21 that interested parties have until Jan 25 to write the ICC about the station closing..... GEEPS ON THE Amfleet trains, the subject of Bill McDonald's article last issue, can be countered by this observed consist on train 213 on Nov 29, writes a California reader: brand new electric engine #950 and five Pennsy heavyweight P70 coaches (#1715, 1723, 1688, 1728, and 1732), the cars all due for replacement soon....

* * *

THAT FIRE ABOARD a CN United Aircraft TurboTrain near Montreal while in Toronto-Montreal service has "finished" the future of UA Turbos on Amtrak, according to officials. Amtrak's "problem" now seems to be how to phase out the UA equipment gracefully without damaging the image of corridor upgrading..... CONTINUING PROBLEMS ON Amtrak's San Diego-Los Angeles, Portland-Seattle, and Seattle-Vancouver, B.C. operations have helped keep alive a possible Amtrak plan to use the Canadian LRC equipment on these runs. This would be on a lease basis. Despite suggestions that Turboliners be assigned to these Western corridors, Amtrak continues to favor concentration of Turbo runs from Chicago, where good maintenance procedures are being developed. No time estimate for arrival of LRC equipment has been given. And the Portland-Seattle and Seattle-Vancouver routes are said to be in danger of discontinuance as Amtrak looks for means of economizing in its money crunch. When critics of Amtrak point out that no money has been spent promoting them, the reply is that "money spent elsewhere will return more results." All hands except those at Amtrak say the 4:30pm departure south from Seattle is a "flop"..... SAN FRANCISCO ZEPHYR runs did fairly well thru the big Midwest blizzard in mid-November until they neared Hastings, Nebraska. One car on a BN freight derailed, and crews were unable to get thru the storm to the scene. SFZ runs were thus held 12-14 hours, unable to pass the trouble site..... AMTRAK'S PLANNING STAFF continues to mull the problem of mixing existing low-level, steam-equipped passenger equipment with new all-electric bi-level stock. By late November, staff was talking more and more of rebuilding the ex-Santa Fe stainless steel cars to all-electric capability, and consequent removal of all steam facilities on them. Beyond

that--no firm ideas. One possible alternative, which may be given added impetus by inflation at the carbuilders, and possible budget cuts in Congress, is the plan to convert the 1200 stainless steel cars in the fleet to all-electric configuration. The remainder of the fleet, some 800-900 cars, would then either be scrapped, or retained for peak period service and/or extra movements, with heater cars kept active to serve the remaining steam-equipped fleet..... PROSPECTS OF INCREASED cooperation with Auto-Train for movement of autos in conjunction with Amtrak have opened possibilities that Auto-Train will evolve into a Pullman-type corporation, taking charge of auto movements on many different Amtrak runs. This would allow Amtrak to concentrate on development of passenger service; and leave the specialty problem of auto movement to an agency designed to concentrate on it. The proposed Chicago-Denver Auto-Train operation may serve as a testing ground for this concept...

* * *

ILLINOIS CENTRAL GULF freight derailment near mile post 43, Plato Center, IL on Dec 7, forced Amtrak's BLACK HAWK to detour on Milwaukee Road between Rockford, IL and Chicago's Union Station..... A CANADIAN REPORT tells us that the Eastern provinces and the New England states are making closer ties, with common concerns of tourism, transportation and energy problems. In talks in November, the possible restoration of the GULL, a train to serve Maine, New Brunswick and Nova Scotia, was discussed. An estimate of a daily patronage of 600 was mentioned, but the feeling was that the Canadian government would not subsidize its portion of the run at this time..... THE TERRORISM DEPARTMENT: Six terrorists in the Netherlands hijacked a train and held 23 hostages on it for 12 days before giving up on Dec 14. A terrorist bomb exploded at New York's La Guardia Field Dec 29, killing about 15 people and injuring at least 75, some seriously..... AIRLINE NEAR-MISSES have been much in the news recently, after close calls between jet liners near Chicago occurred twice in 9 days. There have been over 15 such incidents in the U.S. in 1975. And the United Air Lines strike ended just before the big weekend preceding Christmas, but not quite in time to handle all the business it would otherwise have had..... FLANDRES-RIVIERA EXPRESS derailed near Chalon-Sur-Saone on Christmas Day, killing 4 passengers and injuring 32, about a third of them seriously. A defective switch was blamed for the wreck, in which two cars overturned at 75mph. On Dec 14 a Lisbon-Paris express hit a stationary passenger train head-on in northern Portugal, killing at least 10 and injuring "dozens"..... AMTRAK ISSUED ITS year-end report late in December, and it emphasized the new equipment it has acquired: "The most important thing about the year is that--for the first time since Amtrak was formed--an appreciable amount of new passenger cars went into service," said president Reistrup..... THE INVENTOR OF the air-cushion train, Jean Bertin, 58, died in Paris Dec 20..... BEFORE THE RAILROAD: the mail was carried on horseback over the Sierra; and on Jan 3-5 a re-enactment of such a 90-mile trek from Sacramento, CA to Carson City, NV will take place..... OVER 200 POUNDS of marijuana were confiscated from the luggage of 3 young travelers off the SOUTHWEST LIMITED in Chicago's Union Station Dec 3, as the trio prepared to board a Pittsburgh-bound train..... THE BROADWAY LIMITED has been running in 2 sections during the holidays, and will continue thru early January. Six cars run to Washington, and 15 separately to New York. The runs began Dec 19..... THE USE OF Amcoaches on the St. Louis trains began Dec 17, with 4 Amcoaches and an Amcafe car running on the PRAIRIE STATE in place of Turboliner equipment..... CHICAGO IS SEEING spot TV commercials advertising the Turbos to Milwaukee, Detroit, and St. Louis (just when the St. Louis train was taken off)..... SAN FRANCISCO ZEPHYR, in both directions, was detoured on WP between Alazon, NV and Salt Lake City, and between S.L.C. and Ogden on UP. the date was Dec 21, and the cause an SP freight derailment at Lemay, NV..... AMERICAN FREEDOM TRAIN arrived at North Pomona for display at 6:30pm Dec 22, three hours late, after negotiating the Tehachapi Mountains. Did anyone get any pictures of it on the Loop? After its brief stop in Bakersfield, a newspaper there mentioned that the engine had been retired at that location back in 1956.....

Urban - Suburban Transit

THE SOUTHERN PACIFIC on Dec 17 announced its willingness to sell its San Francisco commute operation to "an appropriate transit district at the earliest possible time." This is the first time SP has made such an acknowledgement, and it was greeted with varied responses. What SP has in mind is selling one of its two tracks between San Jose and San Bruno, a branch line to Daly City where a transfer to BART could be made, and its equipment, parking lots and stations. A second track could be installed in space alongside the one track offered, while SP retained the other for freight operations, and also kept the double line into San Francisco. The approximate price SP put on the plant was $200 million. It is unlikely that action will occur on this matter for some time, in part because no appropriate agency presently exists that could purchase the line and take over its operations.

CHICAGO TRANSIT AUTHORITY expects a deficit of $123 million in 1976, about $27.4 million higher than 1975, it said Dec 18. The increase was blamed on higher labor costs with little increase in fares. The Regional Transportation Authority will be asked to subsidize the deficit.

NEW TRANSPORTATION REFERENDUM will be held in Wisconsin next April, after the results of last April's were held invalid. The referendum, which permits the state to provide money for mass transit facilities, first won by about 100 votes, then was found short 137 in a recount.

URBAN MASS TRANSPORTATION Administration on Dec 16 released a policy statement encouraging the building of light rail (streetcar lines) for city transit, and said it will look for a "promising opportunity" in some city in the coming months to make a grant for such construction. Meanwhile, it rejected a bid by Dayton, OH to build a light rail line, but said the city could reapply.

TRANSIT BRIEFS: "Rising costs" are blamed for a planned 10¢ fare increase (to 35¢) on the Los Angeles transit system next July... UMTA on Dec 19 announced rejection of the application by New Jersey and PATH to extend the PATH line to Plainfield... Guadalajara, Mexico, is purchasing 124 former Chicago Transit Authority trolley buses, to be rebuilt for a new service... Beginning of operation of the new San Diego-L.A. commuter trains has been delayed until April...

LATE NEWS FLASHES: The Postal Service threw us a curve. Our rear cover announces the delay in raising the postage rates, and is imprinted with a 10¢ denomination. Late on Dec 29, a little over 24 hours before it takes effect, we learned that the first class rate rises on Dec 31. Thus this issue is being mailed at a cost of 13¢ each, and our new $9.00 per year rate must be instituted on Jan 1.

AMTRAK HAS DISCONTINUED operation of the Seattle-Vancouver PACIFIC INTERNATIONAL until next May, substituting a bus (see Rail Canada section), because of damage to the CN railroad bridge. The last run of the train was on Dec 28. Amtrak said the move was made because the bus connection between Vancouver and White Rock cost a high percentage of the entire Vancouver-Seattle run. Whether the discontinuance on the Congressionally-mandated route is legal is not known at this time.

THE SOUTHERN RAILWAY on Nov 1 raised its Virginia intrastate fares to the interstate level; example: Alexandria-Charlottesville goes from $4.44 to $7.25 one way.

FOR INFO ON National Conference & Workshop on Citizen Participation & Transportation at Villanova Univ., Villanova, PA Jan 8-9, phone (215) 527-2100.

QUOTES OF THE WEEK***

"The Lake Shore Limited leaves Boston daily at 2:40 p.m. and arrives in Chicago 25 hours later. The eastbound train leaves Chicago at 2:15 p.m. daily and arrives in Boston 26 hours late."

--Worcester, MA, Evening Gazette, Nov. 1.

(The problem is telling which day's train is arriving.)

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Progressive metropolitan transit authority has an opening for a person qualified to work with an expanding commuter rail program. Applicant should have knowledge of commuter rail technology and practice, and be qualified to evaluate equipment, schedules, and prepare contracts and bid specifications.

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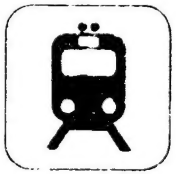

1975

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RAILROADIANA FOR SALE, railroad rule books, Trains, Railroad magazines, RR stationery, silverware, buttons, books. Send 20¢ in stamps for list to: Kenneth Schramm, 19129 Cheshire, Detroit MI 48236.

1976 RAILROADIANA and MODEL RAILROAD SALE, sponsored by Tri-State Chapter NRHS. Sat. May 1, 1976 10 AM to 5 PM; Sun. May 2, 10 AM to 4 PM. Tables $10 (2 days) before April 15, with free admission. General Admission: $1 Adults, 50¢ kids. Refreshments, Slide & Movie shows. Dover Senior High School, Dover NJ at I-80. Register: Tri-State Chapter NRHS, P.O. Box 255, Dover NJ 07801. (201) 366-8824.

3 POINTS TO MAKE, (1) BRAVO to complaints that the EMPIRE BUILDER misconnects with the LAKE SHORE LIMITED, (2) it also misses the RILEY/MOUNTAINEER, (3) to all fellow rail promoters concerned, I HAVE RELOCATED. KEEP ON TRACKIN'. Merlin (TRAK) L. Marlowe, 334 North Jackson, Springfield, MN (not MA) 56087.

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